



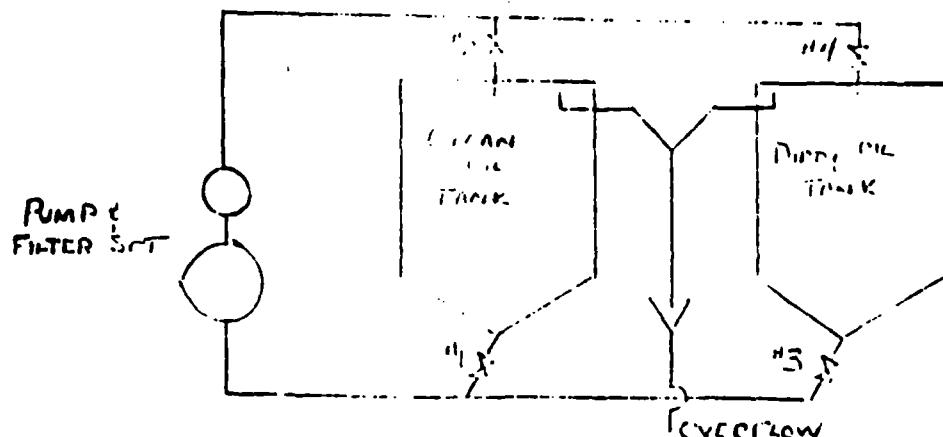
TURBINE OIL LOSS DUE TO
VALVE #3 OPENED ON 5/16/77
CHRONOLOGICAL ORDER OF EVENTS

530236

May 19, 1977 - Thursday

Early afternoon- Robert Horvatin, Duty Shift Engineer, reported to Gary Leider, Operating Engineer, of a possibly serious oil spill which occurred while filtering Unit #6 turbine oil in the oil storage tanks. The intent was to filter the clean oil through the filter pump sent back to the clean oil tank (valves 1&2 open).

(valves numbered only for purposes of this report)



Sometime between Tuesday May 17th, when the filtering started, and Thursday May 19th, Valve #3, from the dirty oil tank to the pump suction, was opened. The result being the contents from both tanks were pumped into the clean oil tank. The oil content of the clean oil tank reached the overflow level. The oil spilled through the overflow line to the overflow funnel.

When Mr. Horvatin discovered the above he closed Valve #3 and the overflow was stopped.

The plant discharges were surveyed from the plant roof. No oil sheen was noticed on the water and no oil was seen in any of the plant run-off ditches. The station was completely shut down for boiler and turbine work and only a minimal amount of service water return was flowing out the discharge flume. There was no chance for a quick and unnoticed discharge of any degraded oil.

At this point it was decided to keep a lookout for oil sheen in the station discharges, to attempt to positively identify the outfall of the overflow funnel, and try to determine the amount of oil loss.

MAY 20, 1977 THRU MAY 23, 1977 - ROLAND M. U. S.

No oil sheen was reported from any of the station discharges.

An accurate accounting of the oil lost could not be made as no records were kept of "normal" levels. "Memory" resulted in many conflicting reports. The loss was felt to be minimal as no oil had shown up. A review of operating people resulted in the fact that the filtering operation had been checked on every shift, but no one could remember opening valve #3.

The print of piping from the oil room did not be found (it later showed up misfiled), but previous investigations had pointed to it as going to the intake sump which is a pond area between the main plant and intake screens. No oil was found here.

MAY 24, 1977 SUMMARY

Early in the afternoon it was reported that there appeared to be oil in the plant discharge flume. Gary Leider and Jim Prosise (incoming Operating Engineer to replace Gary Leider) investigated and pinpointed the oil as coming from Unit #5 discharge tunnel. At this point, it was decided that the U.S. Coast Guard should be informed of the situation as well as our own Environmental Affairs Department. R. Caserano of Environmental Affairs was notified and concurred that the coast guard should be called. Caserano referred Leider to the "Spill Prevention Control and Countermeasure Plans" which was to be on file at Joliet Station.

The National Response Center of the Coast Guard was notified using the toll-free number provided in John Hughes letter of Jan 1, 1977 dealing with such occurrences. They were called at about 4p.m. Shortly thereafter Leider was called by Chief Brooks of the Chicago branch of the Coast Guard. He was informed someone would be right out. Leider, Prosise, and Ron Tanton (Assistant Superintendent) waited. Leider and Prosise searched for the Spill Control Plans, as mentioned by Caserano, during this time. They could not be found. (the station later requested a copy from Caserano, and questioned whether this document had been previously received)

About 5:30p.m. Mike O'Connor of the Coast Guard arrived. He was shown the situation and then left to meet a co-worker. O'Connor and Bill Ferrell were back 7p.m. from a down town investigation and called their Chief to report their findings. They were informed to take samples and pictures and were told to request Joliet Station to put up a containment boom. Tanton started making calls in an effort to locate a containment while Prosise accompanied O'Connor in taking samples of the discharge and pictures of the oil room. Leider accompanied Ferrell on an explanation of the Valving.

Tanton secured a floating oil boom from Collier's Station and station people were sent to pick it up. The station provided O'Connor with sample of turbine oil. Ferroli made a final call to his Chief. O'Connor was instructed to stay and supervise the installation of the boom, and Ferroli was instructed to return in the early morning to survey the situation. Tanton, Leider, Ferroli, and Prosser left at about 9:30 p.m.. O'Connor and Clyde Marshall, Shift Manager, supervised the boom installation. It was in place by 12 midnight.

Ferroli and O'Connor filled out what they referred to as a blue book with information on the incident. This was not made available to Station personnel for inspection. They also had Leider fill out a witness report. Since the amount of oil lost was not positively known, a value of 5,000 gallons maximum was used based on tank volumes. Subsequent investigations revealed this figure to be about 50 gallons.

5-25-77 -WEDNESDAY

Ferroli and Prosser arrived at the plant about 6 a.m. Ferroli reported to his Chief by phone that oil was in order and that there appeared to be a fair amount of oil in the water, but that it was all contained. He left about 6:30 a.m. Prosser called around the system looking for absorbent materials and technical assistance. None could be found.

About 8:30 a.m. Tanton called Edison's Purchasing Department for permission to call out G.I. Materials Company, an oil spill Contractor. He was told he would be called back.

About 9:45 a.m., Lemon and Mahaney of the U.S. Coast Guard arrived to inquire as to the nature of the incident. They were briefed and surveyed the situation. They observed an attempt to find the terminus of the funnelled drain using a green dye. This proved fruitless. They also observed the location of the piping joint which confirmed the cutfall as Unit 5 discharge tunnel. They informed their Chief.

About 11 a.m. Tanton was informed that Great Lakes Submarine Diving Company would be at the plant at 1:30 p.m. to assist in the clean-up. Lemon informed his Chief.

About 2:15 p.m. Charles Rolecek of Great Lakes arrived and surveyed the situation. His truck and crew arrived shortly after. Lemon checked with his Chief and left.

Great Lakes cleaned up the oil and left about 7 p.m..

5-26-77 -THURSDAY

Lemon arrived 7:15 a.m. to survey the scene and wait for Great Lakes. Rolecek and crew arrived about 9 a.m. and restrung the booms so that there was a second one downstream about 75 yards. This was done as a backup when the circulating water pumps were to be put on. Absorbent booms were strung across all discharge flumes. Lemon left about 8:30 a.m.

About 10:30 a.m. Prosser called Chief Brooks to report

that the tunnel was about to be flushed. Lemon returned and O.K'd the positioning of the booms. About 12:30 p.m. the circulating water pump was put on for a 10 minute flush. Heavy oil discharged for about two minutes and was contained by the second boom when the first failed. Lemon reported in to his Chief and left. Great Lakes went about cleaning the oil.

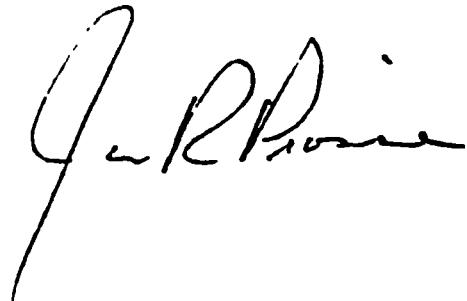
5-27-77 -FRIDAY

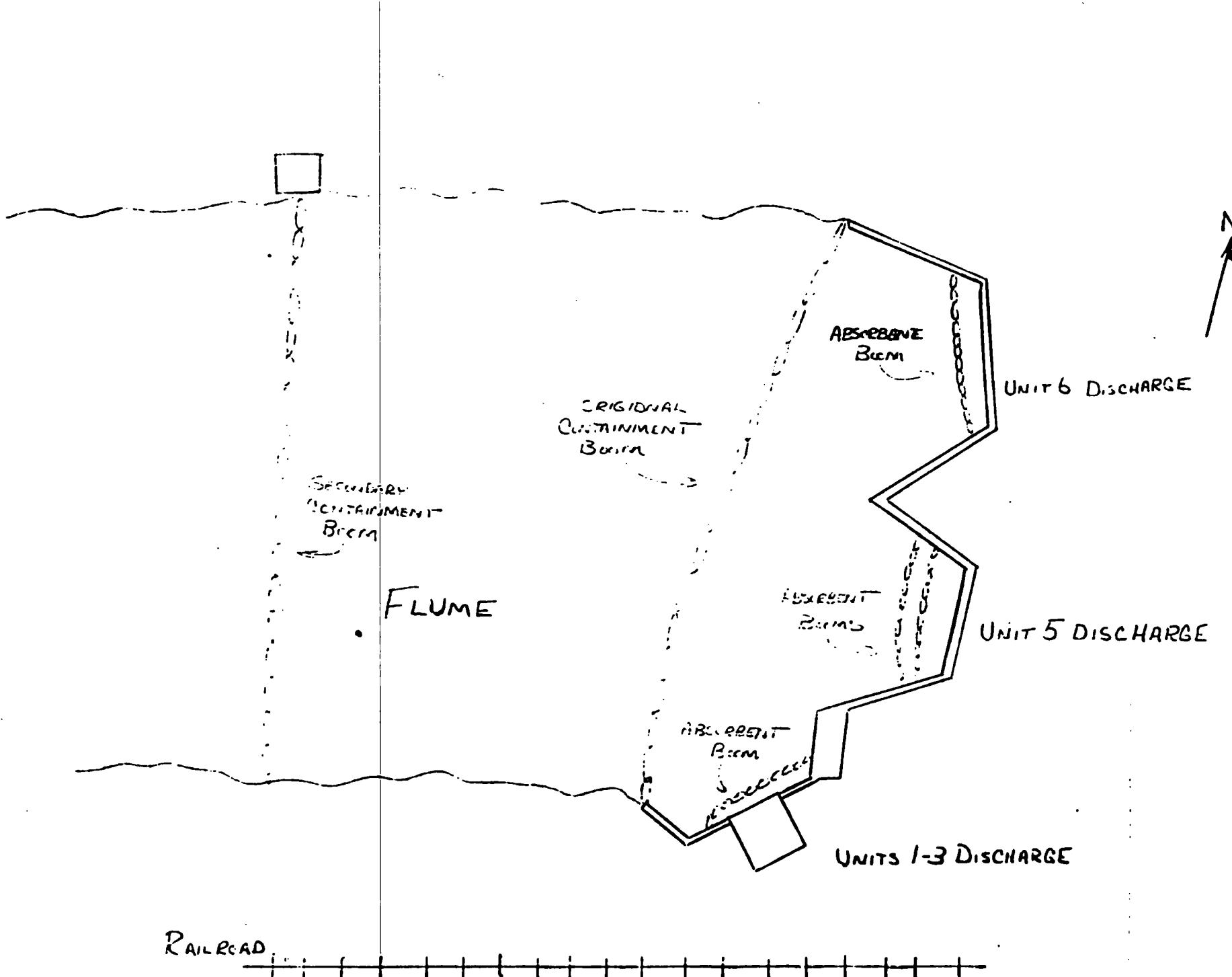
Great Lakes returned and performed a second flush. Little more oil was found. Units 1-3 discharge tunnel was checked out and flushed with a fire hose because it was known oil had backed-up into it. The Coast Guard was informed and told that a last flush would be performed Tuesday 5-31-77, and that all booms would stay in place until later that week. All absorbant booms were replaced.

5-31-77 - TUESDAY

A final flush was performed on Unit 5 discharge. No oil was found. It was decided Great Lakes would return Friday 6-3-77 to remove the booms.

The total amount of oil collected was not in excess of 50 gallons. When Provinc called Chief Brooks with the results of the final flush, the Chief stated that his file was closed and showed 25 gallons of oil collected. He was satisfied with this figure even when Provinc suggested it may have been slightly more.





JOLIET UNITS 5&6
DISCHARGE FLUME
May 1977 oil SPILL 1 in D